

What is claimed is:

1. In a pneumatic tire comprising a tread portion, a pair of sidewall portions extending inward from both side parts of the tread portion in a radial direction, a bead portion continuously connected to an inner end of the sidewall portion in the radial direction, a carcass reinforcing these portions, a belt arranged on an outer circumferential side of a crown portion of the carcass, and a reinforcing member arranged in a tire zone including at least each of the sidewall portions, an improvement wherein a shearing rigidity of the reinforcing member in the circumferential direction, which serves to apply a braking force to the tire, arranged in the same tire at a posture of mounting the tire onto a vehicle is made larger at a first tire zone located at an outside of the vehicle than at a second tire zone located at an inside of the vehicle among the above tire zones.

2. A pneumatic tire according to claim 1, wherein the reinforcing member is arranged in the tire zone ranging from the bead portion to the sidewall portion.

3. A pneumatic tire according to claim 1, wherein left- and right-wheeled tires symmetrically located at both sides of the vehicle with respect to a center line of the vehicle in a widthwise direction are constituted so that the reinforcing members arranged in the first and second tire zones are symmetrical with respect to the center line in both tires.

4. A pneumatic tire according to claim 1, wherein the reinforcing member arranged in the tire zone is comprised of at least one rubberized cord reinforcing layer, and at least one of the number, width, cord stiffness and end count in the cord reinforcing layer as the reinforcing member arranged in the first tire zone is made larger than

Sub D27
the respective one in the cord reinforcing layer as the reinforcing member arranged in the second tire zone in the same tire.

5. A pneumatic tire according to claim 4, wherein the reinforcing member is comprised of plural reinforcing layers, cords of which layers being crossed with each other.

6. A pneumatic tire according to claim 5, wherein at least one of the reinforcing layers constituting the reinforcing member is a turn-up reinforcing layer wound around a bead core embedded in the bead portion from an inside toward outside in a widthwise direction of the tire.

7. A pneumatic tire according to claim 6, wherein the reinforcing layers are arranged so as to cross cords of the reinforcing layers with each other in portions other than a turnup portion of the turn-up reinforcing layer turned outward in the widthwise direction of the tire.

Sub D27
8. A pneumatic tire according to ^{claim 1} ~~any one of claims 5-7,~~ wherein a cord extending direction of at least one of a reinforcing layer located at an innermost side in the widthwise direction of the tire and a width-widest reinforcing layer among the plural reinforcing layers constituting the reinforcing member is upward to the right in the left-wheeled tire and upward to the left in the right-wheeled tire as the reinforcing members arranged in the first and second tire zones viewing a plan of the tire mounted onto the vehicle at its phantom developed state from a ground contact side of the tread portion when a forward running direction of the vehicle is upward.

Sub D37
9. A pneumatic tire according to claim 8, wherein a portion of the turn-up reinforcing layer located at the innermost side in the widthwise direction of tire is the innermost reinforcing layer.

10. A process for mounting a pneumatic tire onto a vehicle, said tire comprising a tread portion, a pair of sidewall portions extending inward from both side parts of the tread portion in a radial direction, a bead portion continuously connected to an inner end of the sidewall portion in the radial direction, a carcass reinforcing these portions, a belt arranged on an outer circumferential side of a crown portion of the carcass, and a reinforcing member arranged in a tire zone including at least each of the sidewall portions, preferably a tire zone ranging from the bead portion to the sidewall portion, wherein a shearing rigidity of the reinforcing member in the circumferential direction, which serves to apply a braking force to the tire, arranged in the same tire at a posture of mounting the tire onto a vehicle is made larger at a first tire zone located at an outside of the vehicle than at a second tire zone located at an inside of the vehicle among the above tire zones, characterized in that the tires having the above construction are mounted onto the vehicle on left and right sides with respect to a center line of the vehicle in a widthwise direction thereof so that the reinforcing members arranged in the first tire zone and second tire zone are symmetrical with each other in both the tires with respect to the above center line.

add B³
add D³

009240" 4EE8560